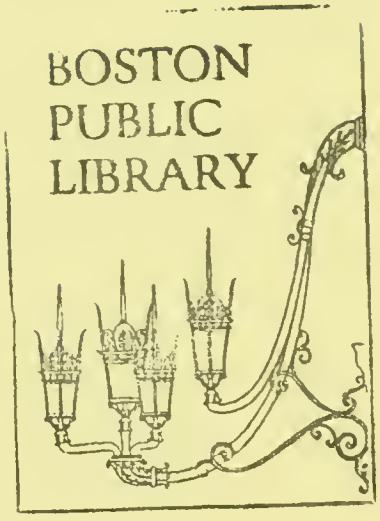
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CHARLESTOWN NAVY YARD

MASTER PLAN REPORT

prepared by

The Planning & Zoning Committee
of the
Charlestown Neighborhood Council

August 11, 1988



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INTRODUCTION

This report has been prepared by the Planning & Zoning Committee of the Charlestown Neighborhood Council as a response to the May 10, 1988 Master Plan Executive Summary for the Charlestown Navy Yard as presented by Mr. Stephen Coyle, Executive Director of the Boston Redevelopment Authority (BRA).

The report has been compiled as a result of many months of regular public meetings of the Committee in which the BRA presented information on the details of the proposed plan and various community representatives presented their goals for the project.

It is the intent of this report to state clearly the view of the Charlestown community relative to all further development within the Navy Yard. The points raised in the report should be considered guidelines for the development of individual projects and issues that must be resolved by the interested parties as pre-requisites to development.

We have assumed that the maximum, total navy yard build-out shall be 4,611,600 gross square feet (Stephen Coyle, Director, BRA, May 10, 1988). All our responses and recommendations are based on that maximum.

This report is the result of a series of weekly and bi-weekly public meetings held from January 7 to August 4, 1988, by the Planning & Zoning Committee of the Charlestown Neighborhood Council. The meetings were conducted under the auspices of the Mayor's Office of Neighborhood Services and the BRA. Of particular note is the fact that this report was prepared through a collaboration of Neighborhood Council members and a planning and zoning panel of interested Charlestown residents. This has been the first effort in which council members have been assisted by a dedicated group of non-members, and the successs enjoyed by a process in which all involved shared work and opinions is evident in the attached product. This concept was the idea of Council Chairman Dennis McLaughlin, who is to be particularly thanked for his help and vision.

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We would especially like to thank Judy Evers of the Mayor's Office of Neighborhood Services, who stayed with us for eight months of meetings and who kept our minutes and sent out our notices. We would also like especially to thank Jim English of the Boston Redevelopment Authority, who was extremely helpful in obtaining information for the Committee and in arranging our meetings. We are most grateful to the Boston Redevelopment Authority and the Charlestown Knights of Columbus for providing us with meeting places.

We also gratefully acknowledge the following people who contributed to this report in numerous helpful ways:

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The Charlestown Patriot

Gloria Conway

Lynn Peters

Kathleen Giordano

The Charlestown Ledger

Kevin Devine

Janelle Lawrence

Overlap of 5 & 21 of BRA goals

CHARLESTOWN NAVY YARD MASTER PLAN GOALS

1. In all development evaluations, jobs and housing for members of the Charlestown community shall be of the highest importance.

2. Charlestown residents shall be given priority, within the law, to gain employment in the Navy Yard. No

3. Any public or private entity doing business within the Navy Yard shall hire union labor for jobs for which an appropriate union labor contract is available and shall not inhibit efforts of unions to legally organize unorganized workers. N

4. At least 25%, if not more, of all housing developed in the Navy Yard shall be affordable. ✓

5. Charlestown residents shall be given priority, within the law, for affordable housing opportunities within the Navy Yard. No

6. A portion of the revenue generated by the development of the Navy Yard shall be channeled into a fund to support programs and activities serving the residents of Charlestown. No

* 7. There shall be a fire station and other public safety facilities located in the Navy Yard. No

8. A nursing home and congregate care facility shall be located in the Navy Yard. No

9. Continuing monitoring of traffic and parking shall be conducted by the BRA, the City Transportation Department and their consultants. ½

10. Mass transit, both public and private, is necessary for the successful development of the Navy Yard, and every effort shall be made to encourage its implementation. ½

* 11. There shall be no parking on the piers or in above-grade structures other than those existing as of August, 1988. No

B.G.

12. There shall be no reserved on-street parking except for the handicapped. No

St. Bldg 106 needs attention & solution

13. Pedestrian access between the Navy Yard and the rest of Charlestown shall be improved and expanded. Subsidiary walkways as well as the grand promenades shall be inviting and prominent.

14. Public access to the water's edge shall be a strong priority. There shall be a 50,000 square foot public park at the end of Pier 11, and a Harborwalk with a minimum width of 15 feet, completely accessible and inviting to the public and extending along the entire perimeter of the Navy Yard's water line.

15. Certain vistas shall be preserved and enhanced.

16. Amenities shall be required at all sites: trees and other plantings, benches, granite paving, brick walks, street lights.

17. The Navy Yard's overall FAR shall be no greater than 1.

18. ~~Building~~ heights at the water's edge shall be limited to 40 feet with appropriate setbacks.

19. Design guidelines shall stress use of traditional materials and respect for the historic context.

20. In order to encourage pedestrian traffic and public safety as well as to continue the character of Charlestown streets, buildings shall provide multiple entrances at grade and as many windows on the street as possible.

21. All other existing buildings in the Navy Yard which are not referenced in this report shall be limited to their existing height and volume.

COMMUNITY BENEFITS

The Charlestown community favors the establishment of a program of long-term benefits which exceed those currently proposed for the Navy Yard development. To this end, the following program is offered as a guideline.

A major goal is to create a permanent, tangible bond between the Navy Yard development and the larger Charlestown community.

The total value of the new Charlestown Navy Yard development plan will be from $800,000,000 to over $1,000,000,000. This will be one of the largest concentrations of real estate wealth outside downtown Boston. It would be appropriate, therefore, that a development of this magnitude and impact provide means to support a variety of community needs both now and for generations to come.

To this end, we recommend the establishment of a permanent Endowment.

The Endowment

We recommend the following as possible sources of funds for the Endowment:

* A portion of the monies collected by the BRA from its sale fee on market-rate condominium units in the Navy Yard and from the sale and lease of BRA-owned properties in the Navy Yard.

* A charge--for example, 50 cents per square foot--to be assessed at the time a building permit is issued, and an additional charge--for example, an additional 50 cents per square foot--to be assessed when an occupancy permit is issued on all Navy Yard market-rate residential space and Navy Yard commercial space that is otherwise exempt from linkage assessments (Article 26, Boston Zoning Code).

* A one-time assessment on marinas operating in the Navy Yard to be collected at the time each marina lease is first signed or renewed in the amount of 1% of estimated or actual annual skip-fee revenue, capitalized at 7%. (For example: a $1,000,000 annual slip-fee revenue x 1% divided by 7% = $142.877).

* Other sources of money also may be solicited for the Endowment.

The specific scale of payments from these sources will be structured so that the sum of their payments equal at least .5% to 1% of the Navy Yard's total buildout value or $7,500,000, whichever is greater.

The Trust

In conjunction with the Endowment, we recommend the establishment of The Trust, a non-profit community/BRA entity administered in conjunction with an established Massachusetts-based foundation whose management experience would be of value. The Trust will be responsible for establishing by-laws and procedures, approved by the community and the BRA, to oversee the receipt, investment, and disbursement of monies generated by the Endowment to duly authorized organizations and for properly approved activities serving the residents of Charlestown.

Examples of disbursements could be as various as supplementing down payments for first-time home owners during economic periods such as we are now experiencing, providing home improvement loans, providing monies for scholarship or apprenticeship programs, underwriting equipment and capital grants or supplementing operating budgets of social-service organizations or recreational groups.

This flexibility will structure the development of the Navy Yard to meet the changing needs of Charlestown residents for generations to come.

Reasons Why This Endowment is Appropriate:

The development of the Charlestown Navy Yard--public land on Boston Inner Harbor--will have significant impacts on the entire Charlestown community:

* The Navy Yard development will increase Charlestown's population by almost 30% (BRA).

* The Navy Yard workforce will be around 9,000, or 60% of the current residential population of Charlestown (BRA).

* Charlestown is already a densely populated area with serious traffic and parking problems (BRA) and only 10% open space (Assessing Dept.)

* There are precedents for the Endowment:
  - Midtown Cultural District
  - Park Square/South EndSE project (developer's grant of $2,000,000 into an endowment)
  - existing Charlestown Fund
  - proposed Charlestown Housing Assistance program (5/10/88)

Jobs

Charlestown residents shall be given priority, within the law, to gain employment in the Navy Yard. Developers, construction firms, private and public employers, and property management firms doing business in the Navy Yard will make sustained efforts to recruit and hire Charlestown residents. These efforts shall include but not be limited to recruiting and providing financial and counseling assistance for residents to complete appropriate training and apprenticeship programs. The city will be expected to monitor employers and enforce its jobs policy.

Union Labor

Labor unions have been an important source of opportunity and protection for generations of Charlestown families. It would be unconscionable for this tradition not to be carried on in the Navy Yard. Therefore, any public or private entity doing business in the Navy Yard shall hire union labor for jobs for which an appropriate union labor contract is available and shall not inhibit efforts of unions to legally organize unorganized workers.

AFFORDABLE HOUSING

Public testimony over the course of four months of Planning and Zoning Committee meeting has overwhelmingly demonstrated the strong desire and need for quality, family-oriented affordable housing in Charlestown and for Charlestown residents.

Affordable housing the the Navy Yard will preserve the family neighborhood character of Charlestown. Because the existing stock of affordable housing is evaporating under current market conditions, we concur with the BRA that the Navy Yard must contain a minimum of 25% affordable housing with a goal of 30%, which may be exceeded. Also, 70% of this affordable housing shall be reserved for present Charlestown residents.

There are five major issues which have emerged during community discussion of affordable housing. The Planning and Zoning Committee feels that the following are the best guidelines in dealing with these issues:

1. Integration of Market Rate and Affordable Housing
Although this has been the subject of much discussion, no consensus has emerged. On one hand, Charlestown has historically been economically integrated, and this is an important component of its character. On the other hand, many affordable housing advocates are concerned about the possibility of economic domination by more affluent members of condo associations and similar organizations. Also, there may be some marketing considerations inherent in economically integrated housing.

With this in mind, we recommend that, at a minimum, affordable housing and market rate housing be mixed building by building within a parcel, and that the quality of housing meet community standards.

We urge continued consideration of this sensitive issues by the BRA, the developer, and community residents.

2. Affordable Rental Housing
Generally speaking, we prefer ownership opportunities to rental housing. We feel there is an adequate supply of low income rental housing in Charlestown. Any rental housing

developed in the Navy Yard should target moderate income families.

We suggest that the developer and the BRA/City of Boston make available to Charlestown residents all the necessary information regarding state, federal, and municipal programs which affect affordable rental housing in the Navy Yard.

3. Keeping Linkage in the Charlestown Neighborhood

We strongly urge the developers in the Navy Yard to use the Housing Creation Proposal mechanism, targeting specific Charlestown development as the recipient of its linkage obligations. This will ensure that the Charlestown community will get its necessary share of linkage funds as an impacted area, in order to build and provide affordable housing for its residents.

Information on all linkage payments to be made on Navy Yard development shall be made available immediately to the Charlestown Neighborhood Council.

4. Character of Affordable Units

Affordable units will be built in the areas of the Navy Yard which the community deems conducive to family living, including green space, open space, and parking. The majority of affordable units should be large enough to accommodate families and have multiple bedrooms and direct access to grade.

There will be no reduction in the proposed number of affordable units.

5. Funding Homes for Middle-Income Families Whose Incomes Are Above the Limits for Federal, State, and City Programs

The developer and the BRA/City of Boston must make every effort to make housing affordable to first-time home buyers who are not eligible for the current state and federal low-income programs.

TRANSPORTATION ISSUES

The BRA and its traffic engineers, TAMS Consultants, have presented data on traffic volumes that will be generated by the proposed buildout. It is noteworthy that the expected volumes are less than that predicted for previous plans. However, the information provided by TAMS makes it clear that there is a need for ongoing study and monitoring of traffic growth as the Navy Yard project advances. TAMS has based its favorable report on several key assumptions about the nature of Navy Yard traffic. Even under these assumptions, the levels of traffic seem barely acceptable. If what is finally built does not resemble the scenario created by TAMS, the resulting traffic conditions could be far worse than what is currently predicted. Thus it is crucial that the final master plan be carefully adhered to. Particular concerns and recommendations relative to the most apparent traffic issues are:

1. Office/Medical Research Space Balance

Concerns

TAMS has pointed out that about 2.3 times as many vehicle trips a day are generated by conventional office space as by medical research space. The BRA has proposed a 50-50 mix of these kinds of uses, which--according to TAMS--permits acceptable operation of Gates 4 and 5 at peak hours. Clearly, if the percentage of office space were larger, the traffic generated by the project would increase dramatically. If all of the office/research category were devoted to strictly office use, unacceptable levels of service for traffic at peak hours would be very likely.

Recommendations

The office percentage for the Navy Yard as a whole should not be allowed to exceed 50% of the office/research category without a full presentation of the reasons and traffic impacts to the Boston Transportation Department and the Charlestown community.

2. Retail Balance

Concerns

TAMS analyses have assumed that 80% of the retail space developed at the Navy Yard will be primarily patronized by those who live or work in the Yard and that the other 20%

will appeal to a regional clientele, who will drive to the Navy Yard and contribute to peak hour traffic congestion. If the regional portion is a higher percentage, more traffic than planned for will be generated.

Recommendations
The types of retail businesses which fall into the local and regional categories should be defined by the BRA and its consultants, and developers should be required to adhere to the indicated mix.

3. Modal Split
Concerns
TAMS has determined that it is reasonable to expect that 20% of Navy Yard employees will take transit to work instead of driving, and that it might be possible for that number to reach 45%. This latter prediction seems very unlikely to occur: the supporting data on existing transit ridership is based on too small a sample to be meaningful. At present there is no public bus service to the Yard, although some employers provide shuttle buses for their employees. A high level of transit usage depends on the availability of reliable and frequent transit service.

Recommendations
The BRA must take the lead in working with public agencies, developers, and employers to insure that public transit service is provided to the Yard by the MBTA and other carriers, including water shuttle operators. This service will be vitally needed as development continues. Arrangements with the National Park Service for the use of Gate 1 by transit vehicles is essential, because Gate 4 is inadequate for a high level of bus operators.

4. Internal Circulation
Concerns
TAMS has indicated that internal circulation is not the critical aspect of the Navy Yard traffic picture, the gates being of primary importance. Rather than evaluate how traffic will operate on internal streets at this time, TAMS proposes that this issue be addressed later in individual access plans for the various projects. The concern exists that if traffic becomes paralyzed within the Navy Yard, backups outside the Yard are likely to occur, reducing already marginal levels of service on Chelsea Street and in City Square.

Recommendations
Concepts for modifications to the gates and the layouts of internal streets should be finalized under the BRA's master

plan. It should be demonstrated that streets have adequate capacity for anticipated traffic, and the final circulation plan should provide for satisfactory movements in and out of parking garages. Measures required to facilitate efficient bus circulation should be identified. The above work must be done on a total yard basis, with only the details allowed to wait for parcel-by-parcel resolution.

5, Parking

Concerns

TAMS has recently updated its 1987 analysis to estimate the amount of parking needed to accommodate expected levels of Navy Yard traffic. Depending on the assumptions made relative to the anticipated modal split and the number of residential spaces that can be shared during the day, the number of needed spaces varies widely. If the amount of parking needed is underestimated, parked vehicles could spill over into Charlestown neighborhoods, making the critical conditions there much worse. At the same time, there should not be such an oversupply of parking as to turn the Yard into a convenient parking stop for Boston-bound commuters or for those who would otherwise take transit to work.

Recommendations

The number of parking spaces required for total Yard buildout should be established based on the worst=case basis of lowest modal split and minimal amount of space sharing. Parking construction should be programmed to parallel the construction of buildings so that adequate parking is always available. Consideration should be given to the growth of parking demand over time, even after all permitted facilities are constructed.

6. Traffic on Charlestown Streets

Concerns

TAMS has estimated that, with a 20% level of transit ridership, the Navy Yard will generate 125 additional vehicles on Medford Street and 75 additional vehicles on Bunker Hill Street during the evening peak hour. CTPS has forecast a doubling of traffic on Warren Street under previous Navy Yard development schemes. These increases will likely be noticeable to residents of those streets. Medford Street is already experiencing increases in truck traffic. This situation bears careful watching.

Recommendations

It is requested that the Boston Transportation Department take the lead in monitoring local traffic and in taking

necessary measures to insure that residents on street adjacent to the Navy Yard are protected from an influx of through traffic. In particular, the benefits of developing the B&M railbed between Terminal Street and Sullivan Square as a by-pass truck route should be studies in detail.

7. Regional Traffic Growth

Concerns

Many of the projections of traffic that have been made in recent years for Charlestown have used the year 1991 as a target year, due to considerable available data. This date seems to set too close a timeframe for meaningful planning.

Recommendations

The Mass. DPW is about to release new projections of traffic for the year 2010. Considerable information about Charlestown will be included. Both the BRA and potential Navy Yard developers should utilize this data in their respective efforts to finalize the Navy Yard Master Plan in their environmental studies and to submit access plans for individual Navy Yard projects.

OPEN SPACE AND PEDESTRIAN ACCESS

1. Public Access to the Water's Edge

Continued development of the Charlestown Navy Yard creates an unparalleled opportunity for increasing public access to Charlestown's waterfront. For many years after the closing of Dewey Beach on the Mystic River, there was virtually no public access at all to Charlestown's 350 acres of waterfront land. This is in sharp contrast to neighborhoods such as South Boston--where nearly 300 of 600 acres of waterfront land are devoted to public recreational use, and to Dorchester--where about 70 of 600 acres of waterfront land are used for public recreation (Source: Harborpark Framework for Planning Discussion, Oct., 1984).

Development of the Charlestown Navy Yard to date has considerably improved this situation with the construction of Harborwalk from Pier 3 to Pier 8, the Courageous Sailing Center on Pier 4, and the 16-acre Shipyard Park with its spectacular views of Boston's skyline. However, there is as yet no public park with an unobstructed view of Boston Harbor.

Development of the Yard's End parcels in the Navy Yard presents the following opportunities:

* A 50,000 square foot public park on Pier 11, with outstanding views of Boston Inner Harbor and marine traffic on the Mystic River. This park will include shade trees, a sheltered seating area, and will abut a "winter garden".

* Continuation of Harborwalk around the perimeter of the Navy Yard from the marina on Pier 8 to Building 114. This segment of Harborwalk will feature a tree-lined public promenade around Drydock 5. It is to be stressed that there will be no further "privatization" of Harborwalk, such as occurred at Pier 7.

* A "tot lot" with swings and other play equipment adjacent to Harborwalk on Parcel 4.

* A chapel garden outside the nursing home on Parcel 7, overlooking the Little Mystic Channel.

2. Stronger Connections Between the Navy Yard and Charlestown

There currently exists a shocking disparity between the beautifully landscaped and maintained grounds of the Navy Yard and the barren, treeless, grassless open spaces with broken sidewalks immediately outside the walls. This situation greatly discourages pedestrian access to the Navy Yard, most notably on the newly re-routed Freedom Trail at Gate 4. It also exacerbates the perception that the Navy Yard is a separate, walled-off neighborhood intended only for the privileged few.

The following measures should be taken:

* Remove the barbed wire from the top of the Navy Yard wall.

* The BRA should make a concerted effort to work with the BHA to upgrade the 1.4-acre Hunter Playground at Bunker Hall and Hunter Streets, immediately outside Gate 4. A recent Parks Department inventory states: "The park is unrecognizable as such. Whatever was there has been totally destroyed, and there is much trash and debris.....The overpass of Mystic Bridge and the heavy traffic on Bunker Hill and Chelsea Streets severely constrain this site's capability to fulfill park functions. This site might best serve as a green oasis in a barren area of Charlestown."

* Improve the streetscape immediately outside Gate 4. A traffic light is needed at the dangerously blind intersection of Lowney Way and Bunker Hill Streets. Sidewalks on Lowney Way and Tremont Street are non-existent or badly broken and should be completely rebuilt as part of the BRA's R-87 development.

* The pedestrian route from Gate 5 to the water's edge should be reinforced by lights, signage, trees and other streetscape improvements between Gate 5 and the terminus of Harborwalk at Building 114. An uninterrupted vista to the water's edge should be maintained along 16th Street and the southern edge of Drydock 5 to encourage a secondary pedestrian route between Gate 5 and the Pier 11 park.

* If Building 108 is replaced by an "Anchor Park", consideration should be given to creating an additional point of pedestrian access to the Navy Yard on Chelsea Street via a passageway through the Ropewalk to the park.

* The BRA should work with the National Park Service to redesign the somewhat forbidding pedestrian and vehicular gate between the U.S. Constitution National Park and the Navy Yard development area. The chain link fencing at that gate should be replaced with iron fencing similar to that surrounding the Bunker Hill Monument. Public transportation into the Navy Yard via Gate 1 should be strongly encouraged. Attention should be given to what activities are appropriate on newly reconstructed Pier 3 on the National Park/development area boundary.

3. Encourage "Charlestown Pride" in Navy Yard Open Spaces and Discourage Vandalism

The most successfully maintained open spaces in Charlestown share common characteristics:

* Their use is unambiguous. Streets and sidewalks have, in general, fared better than such spaces as Thompson and Hayes Squares (both currently scheduled for reconstruction) or the plaza outside Kent School.

* Active uses generally result in better maintenance than passive uses. Compare the conditions at the actively used portions of Doherty Playground along Bunker Hill Street with the passively used back slope along Medford Street (a.k.a. The Roundies).

* Where passive uses are successfully maintained, they are characterized by substantial pedestrian traffic coupled with memorials or other symbols widely respected by Charlestown's' populace. Compare conditions at the well-maintained Winthrop Square (a.k.a. the Training Field) with its monumental war memorial to the derelict open space within the traffic circle at Sullivan Square.

Where none of these components are present, open spaces are often subject to vandalism and eventually become unusable. Four Charlestown parks (Hunter, Haverhill, Edgeworth, and O'Reilly Way) are characterized by the Parks Department inventory as abandoned lots. Conditions at the Little Mystic Channel (a.k.a. Montego Bay) are described as "extremely degraded.....destroyed and unusable."

In order to build constituencies within Charlestown for long-term maintenance of Navy Yard open spaces, the following should be incorporated into open space design:

* A swimming pool should be built in Shipyard Park to provide further active use opportunities within the

Park and to prevent further potentially dangerous misuse of the fountain.

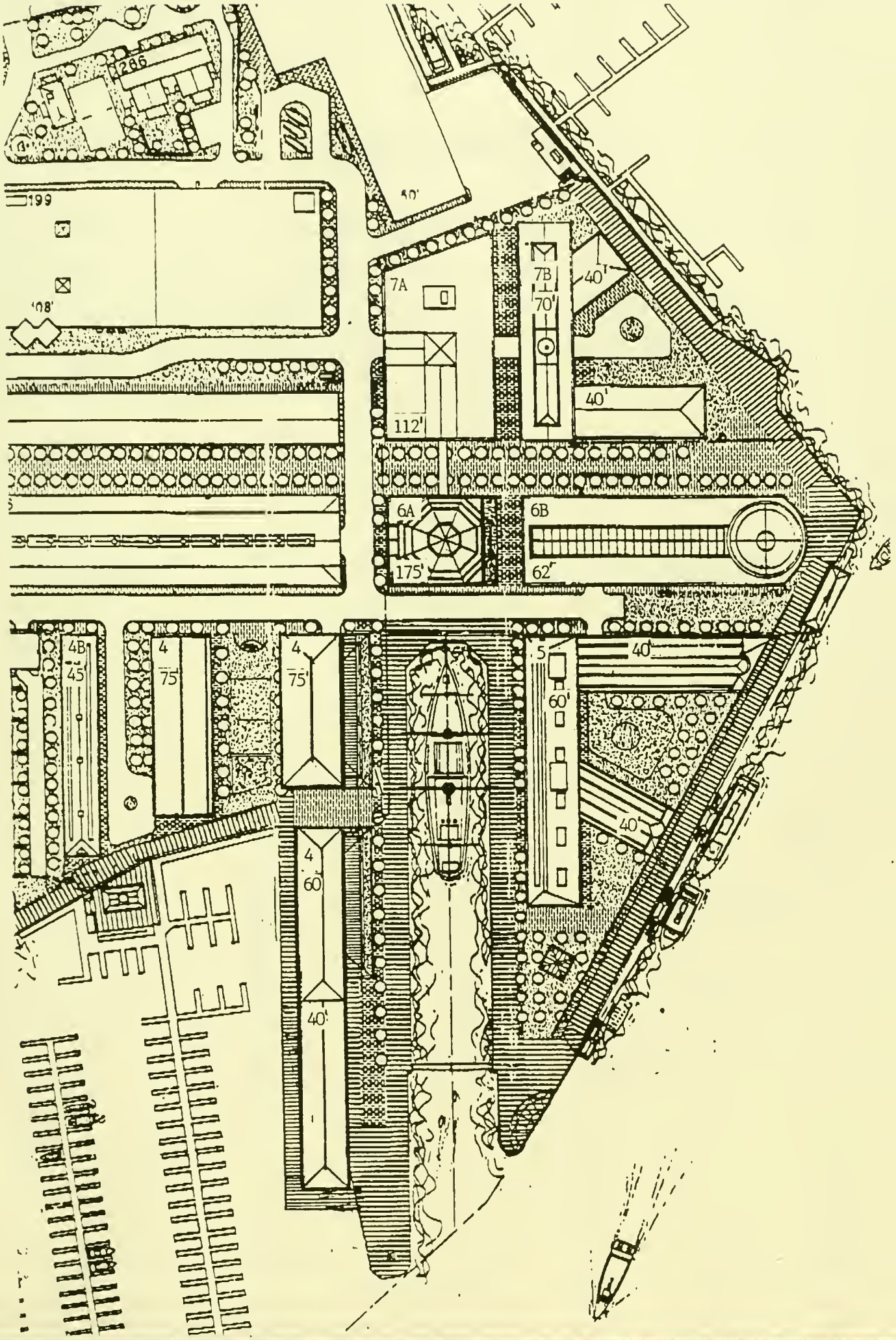
* In the new residential area on Parcel 4, every effort should be made to orient the buildings towards streets and sidewalks, rather than having them "float" on ambiguous open spaces. There should be many doors and windows on these new streets and walkways to facilitate the "eyes on the street" that characterize the safe streets in the rest of Charlestown. The tot lot should be adjacent to the Harborwalk so that pedestrian traffic will discourage inappropriate use.

* The furthest point of Harborwalk at Pier 11 and Drydock 5 should contain lively public uses to encourage pedestrian traffic along the rest of Charlestown's Harborwalk. Retail space around Drydock 5, a water transportation terminal and "Winter Garden", as well as a Navy port of call on Pier 11 will create a clear destination for pedestrians.

* The open space between the nursing home/congregate care facility and Harborwalk on Parcel 7 demands particular attention, because the use of the Parcel, its northerly orientation, and its comparatively unspectacular views of the Little Mystic Channel make it likely to be less used than other portions of the Harborwalk and thus more susceptible to vandalism. Kay Whelan, a senior member of the Charlestown Neighborhood Council who has participated in Charlestown planning decisions since 1939, has suggested that the nursing home contain a non-denominational chapel to replace the Seaman's Chapel demolished in the Navy Yard. A chapel garden between the nursing home and Harborwalk would insure that this area be treated with respect.

* If plans for the Viet Nam Veterans' Memorial are revived, consideration might be given to placing the memorial at some point along the Harborwalk to create another focal point for Charlestown pride.

* Navy Yard developers, Charlestown business people, and community groups should be urged to adopt a park. The hotel on Pier 11 should maintain the Pier 11 park.


286
199
108'
50'
7A
7B
70'
40'
112'
40'
6A
175'
6B
62'
4B
45'
4
75'
4
75'
5
40'
60'
40'
4
60'
40'

MASSING AND USAGE PLAN

PARCEL 4

Total Buildout: 420,000 gross square feet

Development Concept: The object is to provide a mixed-use development, predominantly residential, that respects its waterfront location and exhibits a strong architectural relationship with surrounding properties, i.e. Building 106 and the existing Bricklayers' development.

Uses:
- Market housing units
- Affordable housing units (50) on 4B
  - average 1,200 gsf per unit
- Retail--max. 18,000 gsf (ground floor, adjacent to Drydock 5)

Parking: 680 spaces below grade on site (estimated according to Charlestown standards: 2 per market unit, 1 per affordable unit, 1 per 300 square feet of commercial space)

Height:
- On Pier 10
  - 40 ft. within 450 ft. of pierhead line
  - 60 ft. on remainder of pier
- Parcel 4 maximum
  - 75 ft. for market housing
  - 45 ft. for affordable housing

FAR: 3.48

Massing: Linear, hip-roofed "wharf" buildings

Footprint: Meet First Avenue with gable ends (context)

Materials:
- Brick and granite
- Standing seam copper or artificial slate roofs

Bldg. Setback:
- 80 ft. from the rim of Drydock 5
- 15 ft. from the edge of the harbor
- 200 ft. from the pierhead line

Public Spaces: Harborwalk continues across north end of Pier 10 to Drydock 5
Tot lot with swings and other play equipment adjacent to Harborwalk
Granite paved passageway

Amenities: Brick and granite paving
Street trees and lighting
Benches

Notes: 2 view corridors/public access from First Avenue to the harbor with a total minimum width of 150 ft.

Individual access at grade to residential units on the first three floor walk-ups and separate entrance for elevator portion

Pier 9--see Pier Guidelines

PARCEL 5

Total Buildout: 225,000 gross square feet

Development Concept: The object is to maximize the public's use and enjoyment of this spectacular site. To that end, the most public option--the hotel--has been sited on this parcel. The hotel, with its restaurants and other public facilities, and the water-taxi terminal are expected to generate enough activity to render the public park safe and vandal-resistant.

Uses:
- Hotel--225 rooms
- Water-taxi terminal
  - incorporated into the hotel building
  - we encourage its additional use as a winter garden
- Public park--50,000 square feet at the south end of Pier 11 with unobstructed views of the harbor and Boston skyline

Parking:
- 300 spaces below grade on site
  - (1.2 per room--national average)

Height:
- 40 foot cornice within 150 ft. of the edge of the harbor
- 60 foot cornice beyond 150 ft. from the edge of the harbor

FAR: 1.24

Massing: Bend to break massing into appearance of "L"-shaped building with one askew wing perpendicular to the harbor

Footprint: Align with other First Avenue buildings

Materials:
- Brick and granite
- Standing seam copper or artificial slate roofs

Bldg. Setback:
- 45 ft. from the rim of Drydock 5
- 45 ft. from the edge of the harbor

Public Spaces:
- Harborwalk--width increased to 45 ft. at eastern edge of Pier 11
- Public park with shade trees, other planting, lighting, and sheltered seating
- Water-taxi terminal/winter garden

Amenities: Brick and granite paving
Trees along Drydock promenade
Benches, lighting, and seating

Notes: Public park is to be maintained by the hotel

No obstruction of harbor view from public park and southeastern end of Pier 11

We encourage multiple access at grade to hotel restaurants/functions

PARCEL 6

Total Buildout: 400,000 gross square feet

Development Concept: The object is to provide a dramatic residential tower affording spectacular views of the harbor at the head of Drydock 5, and a low residential building to the east to the water's edge.

Uses: Market housing--125 units on 6A
Affordable housing--150 units on 6B

Parking: 400 spaces below grade on site
per Charlestown standards

Height: 170 ft. market rate residential tower (Yard's End)
62 ft. affordable housing in base building

FAR: 2.91

Massing: Tower at head of Drydock 5
Linear block extends First and Second Avenues

Footprint: Fill parcels 6A and 6B
Allow service road passageway

Materials: Brick and granite
Copper cladding at monitor/skylights and tower roof

Bldg. Setback: 30 ft. from the rim of harbor/Little Mystic

Public Spaces: Harborwalk
Second Avenue pedestrian mall

Amenities: Brick and granite paving
Street trees and lighting
Benches

Notes: Unobstructed view corridors along both First and Second Avenues to the water's edge

Unobstructed view corridor between 6A and 6B which continues along the eastern side of Drydock 5 to water's edge

Buildings shall require individual access to affordable units at grade for the lower three floors and separate entrance for the elevator portion

PARCEL 7

Total Buildout: 422,280 gross square feet

Development Concept: The object is to provide a mixed-use development that includes a medical research facility and a waterside nursing home/congregate care facility that has a non-denominational chapel and garden which are open to the public.

Uses:
- Medical research--200,000 sq. ft. on 7A
  - research limited to non-hazardous
- Nursing home/congregate care--300 beds on 7B
  - 75 beds (25%) reserved for Charlestown residents

Parking:
- 350 spaces below grade on site
- On-site public transportation provided

Height:
- 112 ft for the office/medical research building
- 70 ft. cornice for the nursing/congregate care facility with 40 ft. high wings to the water

FAR: 3.60 (assuming land area is 117,300 sq. ft.)

Massing:
- Large floorplate office block compatible with Building 199
- Nursing home main building parallel to 16th Street with building wings perpendicular to the water

Footprint: Separate diverse uses into 2 buildings

Materials:
- Brick and granite
- Standing seam copper or artificial slate roof

Bldg. Setback: 30 ft. from the rim of harbor/Little Mystic

Public Spaces:
- Harborwalk
- Nursing home/congregate care facility, chapel, and garden adjacent to Harborwalk
- Second Avenue pedestrian mall

Amenities: Brick and granite paving
Street trees and lighting on Second Avenue and street connecting 16th and Harborwalk
Benches, trees, and plantings in chapel garden

Notes: Unobstructed view corridors along Second Avenue to water's edge; along passageway between 7A and 7B; through the passageway between 6A and 6B, and along the eastern edge of Drydock 5 to water's edge

Nursing home to maintain chapel and garden

PIER GUIDELINES

PIER 3

Extend to pierhead line
No buildings except for a small one-story pavillion or open-air kiosk for maritime-related use
Easy pedestrian connection at water's edge to the National Historic Park

PIER 4

Existing building as of July 1988 may be upgraded but not enlarged
Only one additional building for water shuttle terminal--one-story, small scale building that does not interfere with pedestrian access to end of pier

PIER 5

Should any regulatory agency demand substantial reductions in the developer's plans, we would suggest the following guidelines:

*height limitation of 40 ft.
*setbacks: 25 ft. from sides of pier
150 ft. from end of pier
*park at pier's end, following Harborpark guidelines
*minimum 25% affordable housing
*no parking on pier

PIER 6

No additional buildings
Present building may be increased by 50% for exclusive use of restaurant
Height limited to existing
Retain park at pier end

PIER 8

No additional buildings
Community praises the use of a marina on the site

PIER 9

Remove existing pier to within 80 ft. of Harborwalk
Pier to be used for marine access purposes
Water area to be used for extension of marina
No building except for a small one-story pavillion or open-air kiosk for marine-related use.

PIER 10

See Parcel 4

PIER 11

See Parcel 5

GENERAL NOTE We do not consider parking a proper use of the piers. In general, there should be no parking on the piers. Where it now exists, it should not be expanded in any way.

MISCELLANEOUS GUIDELINES

BUILDING 39A

Height limit: 40 ft. to cornice
59 ft. to peak
Usage: residential--25% affordable

BUILDING 75

Limit--24,000 square feet as exists
Usage: office/retail
Height limit: 45 ft. as exists
Footprint: to follow the general configuration of the existing building

BUILDING 104

Strong preference to restore existing building for affordable housing
If right of way is not granted, the replacement building may not increase the volume or height of the original structure
Every effort should be made to preserve the First Avenue facade

BUILDING 105

Usage: museum/retail and commercial
Limited to existing volume and height
Significant assemblage of machines should be left on site to be available for public viewing

BUILDING 108

In the May 10, 1988 Master Plan Executive Summary, this building was represented as Anchor Park. We have included Anchor Park in our overall open space calculations. If the park is not an option, we require that an equivelant size park be provided in the Navy Yard or elsewhere in Charlestown
If this building stands, there shall be no change in existing height or volume
If this building is replaced, its replacement shall be limited to the existing height and volume

BUILDING 150

Usage: residential, 25% affordable
Height limit: 42 ft. to cornice
58 feet to peak

GENERAL NOTES

All other existing buildings in the Navy Yard which are not referenced here will be limited to their existing height and volume

Parking for these buildings, per Charlestown standard

The community endorses the proposed swimming pool adjacent to Shipyard Park and Building 197

GLOSSARY OF TERMS

AFFORDABLE HOUSING - housing established by city policy targeting low and middle income residents who are otherwise unable to obtain market rate housing.

AMENITIES - refers to the features which will add to the attractiveness of the site being developed.

BHA - Boston Housing Authority

BRA - Boston Redevelopment Authority

BUILDOUT - maximum level of development of a project.

BUILDING SETBACK - distance from either a property line or other boundary to the face of the building.

CONGREGATE CARE - a place for the elderly who cannot live totally alone, but who are not ready to enter a nursing home.

CTPS - a branch of the State Transportation Department that specializes in traffic studies.

ENDOWMENT - to provide with a permanent income.

FOOTPRINT - area of a parcel which is convered by a building.

FAR - Floor Area Ratio. Ratio of total building area to the area of the lot it sits on, ie. 100,000 square feet of building on 50,000 square foot lot would have an FAR of 2.

HARBORWALK - a continuous walkway along the water's edge from Charlestown to Neponset, planned by the BRA.

MASSING - the bulk of a building or group of buildings which takes into account all building dimensions such as height, setback, etc.

MASTER PLAN	- document which gives a detailed description of the planned build-out of the Navy Yard.
MIXED USE	- a building containing one or more types of activity, ie. office, retail.
MODAL SPLIT	- term used to describe the percentage of commuters to and from the Navy Yard who will use mass transit versus private vehicles.
MWRA	- Massachusetts Water Resource Authority
OPEN SPACE	- land used for the recreation and enjoyment of the public.
PIERHEAD LINE	- legal boundary for the extensions of piers into the water.
PUBLIC SPACE	- open space devoted to the public.
TAMS	- consulting engineering firm hired by the BRA to evaluate possible traffic scenarios.
TRUST	- property legally entrusted to a person with instructions to use it for another's benefit or for a specified purpose.
VIEW CORRIDOR	- unobstructed vista.

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